### THE CITY TRANSIT PROBLEM.

Atmospheric Transportation Suggested.

A New Pneumatic Elevated Railway Proposed-Cable Railways-A "Post" and a "Velocipede" Road-The Vox Populi-A "Common Sense" and Other Plans.

The interest excited in the public mind by the publication in the Herald of the many suggestions of inventors and engineers for a city railcoad, which, while affording adequate accommodation, shall be speedy, safe and convenient, is unabated, and there are ample indications that this important subject will not be let drop until the problem of rapid city transit shall have been satisfactorily solved. Besides the plans already noticed there are several others now offered which demand attention. Two of these deserve extended notice, especially the first, which is quite novel and seems to possess great merit. It may be that this plan will be more erally approved than any others heretofore submitted to public scrutiny.
TRANSIT BY ATMOSPHEBIC POWER.

The poculiar properties of the air we breathe, its impenetrability and great elasticity, render it espeeasily applicable as a motive power, and it has long been evident that whenever inventive genius would supply the various contrivances of art for its application and for moving it with certainty in large quantities it could be advantageously used for the purpose of rapid transportation.

The idea entertained by many that the art of trans portation has attained its greatest perfection now that we have palace cars, thirty miles an hour, smash-ups and horse raffreads is old fogyish and contrary to the progressive spirit of the age. It has long been the opinion of many engineers of the greatest genius that the rapid improvements constantly going on in science and art would result in perfecting some system which would enable us to travel at double the rate of our fastest trains, and that newspapers, the mails and express master could be despatched at the rate of a hundred miles and more an hour.

The works of Medhurst and Vallance, at the con mencement of the century, and others of later date, tained the germs of the science of atmospheric transportation, foreshadowing the widely different improvements of to-day, which are now ripening into success through the genius and labors of modern inventions. It was a long time before the olde engineers could be brought to believe that a locomo tive could be made to draw a train without cogs npon its drivers to fit a track suited to receive them, and that the present smooth driving wheels by their friction on the rails furnish alone a sufficient tractive power. Nothing excites more wonde than the tenacity with which old and preconceived theories are held fast to, although never tested by practical experiment, which generally explodes them. It is only a short time since that experiment, practical experiment, which generally explodes them. It is only a short time since that experiment, cutting loose from old theories, has shown that a car closely fitting the sides of the pneumatic way was not necessary for rapid transit through the tube, thus demolishing the theory that the friction which would result from this cause would prevent their successful operation. Experiment, guided by observation, will not only demolish old failacies, but furnish the best compass for the future. Some three years ago a gentleman of this city, Dr. R. H. Gilbert, believing that the best and most satisfactory solution of the samiary problem and the health of the city was to be found by perfecting a plan which would not only supply the increasing demands of traffic, but give rapid transit in and out of the city, made the subject a special study and invented a system different from any yet devised, which has so far received the approvat of the Chicago engineers that capitalists have taken held of the project and are to build a line on the pan proposed within a year.

The plan is for city railways as well as for long lines. For cities it consists of pneumatic tubes, strongly made of wood or any suitable material, substantially supported above the middle of the street or over buildings by a succession of Golhic arches, in such manner as not to interfere with ordinary travel beneath, or with the ligating of buildings along the lines, for extensing and compressing air, constructed on an entirely new plan, not easily described without the aid of crawings, which are capable of handling large quantities of air, with little or no loss of power by friction. These engines are stationed a regular intervals along the line, exhaust the air in front of the cars to accelerate their speed, and conspress it into reservoirs, which retain it until the proper time, when it is liberated behind them, to start them, give them additional speed, or when required stop them, when gates which work automatically are opened or closed for the purpose.

closed for the purpose. These reservoirs are so con-nected by tubes of peculiar construction that the power therein contained is quickly transmitted from one to another, so that the primary power may be located, if desired, a long way off or where it can be most cheaply obtained.

be most cheaply obtained.

The control of the cars, and their movements, is effected by

AN INGENIOUS TRIEGRAPHIC DEVICE.

Which is operated by the cars in passing the various points where it is located, so that the exact location and speed of the cars is known at all times by those in charge of the engines and motive power, with which they communicate, and who are thus informed of the exact amount of power required to maintain their speed or stop them at stations.

The plan also provides

APNEUMATIC ELEVATOR
for raising or lowering passengers or freight to and from the place of transmission. The cars are constructed on an entirely new principle, and are so arranged that they can be instantly stopped at any part of the line, if required, by allowing the atmospheric pressure to pass through them in tubes under the saats, free from dust—a prolific source of disease as well as discomfort; they can be priliantly illuminated and made more comfortable and luxurious than by say other existing system. There are many other matters of detail connected with the Invention of great interest to engineers and builders, of which a correct idea cannot be given in a mere verbal description. The inventor, R. H. Gilbert, has had considerable railroad experience, and is one of the incorporators of the New Jersey Pneumatic Railroad Company, which has a charter to build a despatch line from New York to Phiadelphia. The success of the system for this paysem of transportation over others are:—

First—Greater speed than is attainable in any other method, with safety to passengers and all along the line of travel.

Scond—The impossibility of running off the track.

Third—The freedom from any obstruction to travel by snow or loe or other causes.

Fourth—Less cost of right of way, the plan being little or no detriment to property holders.

Fourth—The impossibility of registenting horses.

Second—The lapossibility of setting fire to property.

Sixth—The lapossibility of setting fire to property.

Sixth—The advantage that the lines need not

press matter can be included in the can be built at less cost than by any other system for the accommodation of all parts of the city.

Teath—That the system can be more economically operated and maintained than any other, there being no heavy engines or cars to wear out or destroy the roadway.

Teach.—That the system can be more economically operated and maintained than any other, there being no heavy engines or cars to wear out or destroy the roadway.

Execute.—That the same system can be carried under our rivers and be made to connect with the various lines of raffroad centring here.

Twotth.—That our cities can be supplied with fresh vegetables, milk and food, and that marketing can be sent to the country on the shortest notice.

Thirteenth.—That it will be the best means for the prevention of cruelty to animals.

These are as many reasons as the Governor found for vetoding the Arcade, and it is believed by Dr. Gilbert will insure the adoption of the plan in the city when its advantages shall become known.

This plan is to put strong iron columns in the place of the common telegraph posts, and secure steel wire cables to these in such a manner as to sustain suspended cars at an elevation which will permit them to run over all street obstacles. The car wheels traverse a single canle, and are connected with the cars by pendents which hold the wheels in an upright position, and at the same time sustain the car directly underneath. There are two cables on each line of posts, so applied as to allow the cars to run either way. Above these are another set of cables, the office of which is to hold the main lines up to a level position, the two being connected by a series of hooks so curved as to admit the free passage of the travelling wheels. The power used in noving the trains is steam, acting upon oscillating cylinders which are pivoled between and operate upon the wheels that carry the forward car. The projectors claim that they do not exaggerate in saying that the general projectors claim that they do not exaggerate in saying the trains is steam, acting upon oscillating cylinders which are pivoled between and operate can be three lines of posts—one on either side and one between the street car tracks. These extended 75,000 passengers daily on a single avenue.

The Velocipede Railroad Plan. Noticing several pieces of matter in your valuable paper pertaining to different plans for railways for

the more convenient transportation of passengers in your large city, we would be pleased to call to your notice a slight description of our elevated velocipede railway and cars, for which we have recently received letters patent. Our Commissioner of Patents (Mr. Fisher) and the judges at once pronounced our plan novel, and readily granted us letters patent on the 15th day of last March. Our plan is such that plan hovel, and reamly granted us letters patent on the 15th day of last March. Our plan is such that we believe that, without appropriating any valuable room, we can convey thom-ands of passengers per day from the Battery to the Central Park in from fifteen to twenty minutes each way, and free from all obstructions and with perfect safety. Our plan is to use hollow cast fron posts, like the fron water logs, say one foot diameter, of any height required, and a simple casting so adjusted at the top of each post as to hold a strong, square frame of wronght from large enough to allow the cars to pass freely through, at the same time to hold a strong upper rail directly over the centre of the car, which serves as a guide and keeps the car exactly on the balance, over the centre of ower rail, and directly over the centre of each post. The car has two centre converse line wheels that fit the single curve (?) track, thus holding it in perfect safety, and while it will be perfectly secure on the track any speed may be applied that may be required. Our single posts may be painted and become quite ornamental, and answer the purpose of ismp swings and telegraph posts combined. We have a working model now on exhibition in this city. The President and several prominent geathermen have already noticed this new invention, and the most of these gentlemen speak in the highest terms of its prospective merit.

A Voice from Bloomingdale.

To the Epiton of the Herald:As an inhabitant of this ancient and delightful vilinge (Bloomingdale) I have been somewhat inte rested in the many projects likely to afford us a convenient and quick transit down town. About a year venient and quick transit down lown. About a yea since it was given out that the Hudson River Railwa Company were about to lay a third track, on white to run a train from Thirtieth etreet to Spayten Duyy creek, stopping along the route so as to accoming date localities now isolated, but as yet we have been disappointed. Now, if that company could be in duced to stop its way train at Seventy-ninth, Nines sixth, 106th and other convenient points, it woul afford a great accommodation to a large and increasing population.

Although very young, and as I don't think-in fact, know-that you would publish my proposition for an elevated railway, still I would like to propose one. propose to take some street and have pillars or mns erected and on them to have rais laid on both sides of the street, one side for a train going up both sides of the street, one side for a train going up and the other for the train coming down, and have the whole armly anchored by braces fixed in solid masonry under the sidewalk. Have the side nearest the houses screened to prevent the passengers from annoying the immales by gazing into the windows when the train is standing still, as you all know that it is not very pleasant to have people gazing in at you through the window. At the termination of the road have the train go into some building for a denot or have one erected especially for it, and to have the cars drawn by a smoke consuming "dummy" or locomotive.

A "Common Seuse" Plan

To the Editor of the Herald:—
To have a common sense plan for a railroad for rapid communication from the lower to the upper end of this island let seventy-five feet be taken between two streets in the centre of the city; buy the property; tear down the houses; erect strong, thick one walls; let cellars and counter cellars (and the sione walls; let cellars and counter cellars (and the first story for stores be fifteen feet in height) from sidewalk; then carry up your thick walls with iron beams laid across with girders at a sufficient distance to make everything strong, substantial and all freproof in every respect, and have cement filled in between beams for flooring; build as many stories as you please, with a roof to keep out snow and rain. Have an elevator or side stairs at me end of every block to reach every floor, and then propel your cars with a duniny engine. Then you would have he shooke to rise from one story to the other; also have ventifiation in the thick stone wall from cellar to roof across streets; have strong arches and fine lattice work at sides of track, above the strong bulwark, to give light from the street. There are many other things the details of which I will not go into at present. I would merely say that I would prefer an elevator to ascend and essend, as thereby you could take up and down freight and packages as well as passengers at the various depois, which should be at short distances, and no person or children could get up on the track to get run over, whereas if ascended by stairs any person could go up on the track and there would be no facilities for getting goods up and down. This road would cost considerable money, but would pay handsomely in time, with the rent of stores underneath running through from street to street. This is a mere outline, which can be improved on. I wish you would improve on this plan and urge it day by day in your value be journal until capitalists come forward and take held of the adart.

\*\*NAVAL INTELLICENCE\*\* first story for stores be fifteen feet in height) from

## NAVAL INTELLIGENCE.

Lieutenant Commander R. L. Pythian, is detached rom the Naval Academy and placed on waiting orders. Lieutenant Commander G. W. Ward is de tached from the practice ship Savannah and place on waiting orders. Ensign J. W. Cariton is detached from signal duty at Washington and ordered to the Naval Observatory. Surgeon John S. Messersmith is ordered to duty at the Marine Rendezvous at Phil-adelphia.

for Want of a Crew-Sallors and Land

The Saratoga, Guerriere and Tennessee, men-ofwar, which were ordered to be got ready for sea eight months ago, are still at the Brooklyn Navy Yard. They are all likely to remain there for two montus to come at least, owing to the lack of seamen wherewith to man them. It is not probable that either of them can obtain a crew until such time as

wherewith to man them. It is not probable that either of them can obtain a crew until such time as some of the navy vessels abroad come home and discharge their crews.

The Guerriere, intended to carry the flag of the Rear Admiral of the South Pacific aquadron, is ready for duty and her coal is all on board; but she is, as above stated, compelled to observe a state of "masterly flagtiff and the can get a crew.

The Quantebaugh, double-ender, is on her way home from Brazil, and it is possible that she will furnish men for the Guerriere. But the latter vessel will have to wait mut the crew of the Quantebaugh have had their holiday ashore.

The Sabine, which was ordered home by the department, has missed her orders, which were sent to kio Janeiro for her, and has gone on a cruise to the East indies or some other remote place.

The Tennessee, said to be destined for the European squadron, to relieve the flagship Franklin, is also compelled to delay her departure for an indefinite period, owing to the want of a crew.

Had recruiting not been interrupted when it was three months ago, by the ili-advised measure of the Navy Department, this great inconvenience would not now be experienced, as before the opening of the season on the lakes sailors grew scarce, and the number of recruits does not now average more than three a day. It is well to state here, perhaps, while touching upon the question of recruits, that the expense which is commonly incurred by Jack in engaging a shipping master to accompany him to the receiving ship is entirely unaccessary. Any sailor can slitp himself will energy and the reducing month of the reversions of these were more than three a day. It is well to state here, perhaps, while found in the continuous of the season of the season

guidance of these very unnecessary "shirping brokers."

The naval midshipmen's taut, pretty, sharp-lined schooner yacht America has been on the dry dock at this station for the past few days, undergoing a thorough scraping and overhauling from stem to stern and from fife-rail to keelson. She will be floated out next week.

Continual complaints are made by naval officers of the difficulty in obtaining good seamen. The reluctance of the men to enter the service is easily accounted for. They are, as a rule, shamefully treated. The modern Jack Tar is an intelligent, reasoning being, and sees as plainly as other people where his interest lies. Perhaps the most shameful instance of neglect and crucity on the part of our Navy Department towards our brave and worthy sallors is that of the survivors of the lil-fated Oneida. The men have been here since the 10th of last month, and are in a most destitute condition. They have not received a cent of pay for three years and three months, and as yet there is no prospect of their being paid off. No wonder that our sallors affoat are insubordinate and that seamen decline to emiliat under the flag.

# THE TAX ON PUBLIC RECORDS.

At the meeting of the Board of Health on Wednes day last the newly appointed Register of Vital Statis-tics, Dr. Russell, asked the Board to authorize the charge of one dollar for each search of the record. The Board did not approve of his recommendations for the reason that they desired time to consider. Certain representatives of the press during the past Certain representatives of the press during the past year, while Dr. Bowne was Register, frequently applied for permission to copy the record, and in each case it was refused, on the ground that the records were all "sacred" property. Does the new Register desire to collect a revenue of one dollar per entry from every newspaper in the city which desires the privilege of copying the public returns of births, marriages, and deaths? Mr. Bowne stated to the Heraldo reporter that parties are in the habt of offering money to have the records suppressed. Yesterday the matter was brought to the attention of President Bosworth, of the Board of Health, who does not countenance the proposed tax upon citizens who require data.

### THE FIGHT FOR THE BONDS.

The Burke-Gardiner Controversy-Captain Alexander's Assets-What Became of the Bonds-Mrs. Gardiner on the Stand-An Excitmg Session-Scenes in Court.

The Burke-Gardiner case, which has excited so much public interest, and in which the complainant, Mrs. Burke, proceeds against the Gardiners for misappropriation and concealment of bonds of con siderable value and moneys, was resumed yesterday, before Robert C. Hutchings, Surrogate. There wa under the circumstances of the case, as might be supposed, and unusually large attendance for a Surrogate's Court; but this Burke-Gardiner case has created so great an interest in the community that it was not surprising to see in the court room so large an attendance of spectators.

caused the Surrogate to adjourn the case over on two of the regular set days for the investigation, appeared, and was yesterday the first witness called

TESTIMONY OF MRS. GARDINER. Mrs. Gardiner, being sworn, testified—During Captain Alexander's stay in our house I never knew he tain Alexander's stay in our noise I never knew he had other property but money, which he was in the habit of showing me from day to day, and requesting me to count it; his last stay at my house was from September, 1868, to March 26, 1869, on which day he died; to the best of my memory a parcel he gave me contained \$8,200; a parcel he had previously given me to buy a lot in Greenwood contained \$1,100; he had \$184 in money when he died; I have heard he made my daughter a present of \$1,000; I did not know that that had been made until her first examination she then told me that the present was given on Mor day, the Monday before he died; I did not see it day, the Monday before he died; I did not see it given; op to that time he had only given me—on the sunday previous—the \$1,100; he had given nothing to me personally; I never knew before that he had any bonds; I never saw him count any bonds; I never knew his collecting interest on them; a Mr. Leeds had informed me that he had \$30,000 to \$40,000; that was on the Saturday after Captain Alexander's death; I had not heard of his possessing any property other than I have mentioned; I did not examine his trunk except to see whether he had any clothes fit for his burial, and as there were not I bought some; I have no knowledge of where his property is.

property is.

Q. Have you any suspicion where it is? A. I have Q. What is it? A. Do you want me to answer the Q. Of course.

Q. What is it? A. Do you want me to answer that question?

Q. Of course.

"It is false."—other hers.

A. Well, then, I suispect the gentieman who swore to \$60,000 and Mrs. Burke herself.

Mrs. Burke—It is false.

Q. Who was that many A. Mr. Leeds; I think so because Mr. Leeds told me the old gentieman intended to do something for him, and the old gentieman told me he had made him a present; I suspect Mrs. Burke because there are other heirs, whom I think she wants tokeep out of it; I don't know how she got them; I can't answer any further about it; i don't know how long after his death his daugnier came here; I don't remember when I heard she had come on; I don't think he had any property other than that he gave my daughter and myself during his last stay at my house; I think the capadh put it just where he wanted it to go before he died; I think he dusposed of it before he died; and that h never came to my house; I have no impression who received any present, except as I said before; I cannot remember the names or numbers of the bonds he gave me; they amounted to \$8,200; he first gave me them on Thursday night, when I was changing him; I did not then take them, but he gave me them and Thursday night, between 1en and lwelve; he died next morning; on that friday I gave the \$1,000 to be changed to a friend, and gave him the other bonds to examine to see whether they were good; the returned them to me the next day with the proceeds of the \$1,000 bond; I mak, he kept in the 2d or 3d of April; I took the bonds down to Judge Beethe on Monday; I have no bonds except those m the frust Company, and no claim to any that I know of; I have no suspicion or impression as to where any of me bonds formerly belonging to Captain Alexander are; I have not heard that he gave my insoand, my son, or my son-in-haw any bonds; on the Monday I first saw the bond and again on Thursday he put it in my hand, and if fremember right said. "This is for you;" he said for you," or something more; any daughter was present; I took it and time; on what he was about.

Q. Did not your daughter make an effort to take this off his neek, and uid you not say never mind, wait till the old gendeman is dead? A. Not that i

Q. Did she not say it makes no difference, he mash't his senses, or something to that effect? A. No, sir; I had a servant in the house; I do not know where she lives now; she has been to my house within a few days; I kept the \$1,00 for four teen months about me, and then when I found I couldn't do what they had been given me for I paid the proceeds to my lawyers; the \$8,200 in bonds I look to Judge Beebe and hander them to him; he counted them and gave them bay to me; I kept them until Judge Beebe sent for them; I made no effort to negoliate them. common to you have they had been given me for I paid the proceeds to my lawyers: the \$8,200 in bonds i look to Judge Beebe and hander them to him; the counted them and gave them bat to me; I kept them mail Judge Beebe sent for them; in the him in the him of the paid them and gave them bat to me; I kept them mail Judge Beebe sent for them; in made no effoit to negotiate them; my husband knew of my having them; the bonds were sent down by Mrs. Dr. Hunter: Mr. Leeds called on the band and the would gentleman carried about his neck; he did not ask me anything about it; I think I told him he would be sorry if he gave any such amount; I did not tell him he led not him he beart it. I called to find out if there was a wil; Captain Swayne soon after the old gentleman's death; I called to find out if there was a wil; Captain Swayne was not at my house the day before Captain Alexander died; he was there about the time he was taken sick, a day or two before; they were alone together: I did not hear whint took place between them; I had when the old gentleman died about \$100 of my own; I have now so little that could hardly count il—four or five dollars; I have no money on depost with any bank or individual; I bought a piano the June following the old gentleman's death for \$390, taking the money from my husband's pocketbook; in the fall I bought a bed-room set; it was paid for by my husband; my husband did api loan any money—I think about \$400-on a note; it has been paid; I don't think I had any part of that money; my husband; my husband was in the Assay Department; the night department; his income from that was one month; \$250 was spent on the funeral; a \$100 bond of the \$4,300 I paid out as cash for those expenses; I only deposited \$8,100 with Judge Beebe; I did not use any part of the \$1,000 with Judge Beebe; I did not use any part of the \$1,200 for that because It was given for an express purpose; I don't remember to whom his person and gave to my mother some bonds; on the 22d of Marcia he the land of the bonds of the se

## THE TRENTON (N. J.) POLICE FORCE.

The protracted disorganization of the Trentor Common Council is likely to result in frequent con flicts between the disorderly elements of the city and the police officers, whose authority to make arrests in certain cases has been called in question The point at issue is whether the latter can be called police or private citizens in policemen's uniform. Their last term of office expired on the first Tuesday in May, and the question is whether they can legall

in May, and the question is whether they can legally hold office until their successors shall be appointed by the Common Counch!

This question was yesterday answered in the negative by a Trentonian named Cooney, who was arrested by officer or citizen Powers on a charge of disorderly conduct and brought before the Mayor. The interpreter of the law protested before his Honor against the arrest, on the grounds that citizen Powers was no officer, and declared that the would see about it." The Mayor gave the man a piece of his mind regarding previous charges against the latter, which had the effect of intimidating him to such a degree that he quietly suferred himself to be led down stairs and locked up on being unable to tay the imposed fine.

### THE NEW REGIME.

Transactions in the Various Departments-New Regulations and Practices by the Fire Commissioners -- The Dock Department and the Dumping Boards.

The workings of the various departments under the reformed city government, which have from time to time appeared in the HERALD as fully chroniwith unqualified commendation. The innovations on the old style of things have undoubtedly been such as to deserve the praise of the people at large and to reflect credit on the heads that planned and carried out the programme in accordance with which the new style has been arranged. THE FIRE DEPARTMENT

is going along smoothly, and its efficiency has been wonderfully promoted during the past few months The Commissioners have adopted a plan of going around through the houses and among the men at most unexpected hours, something similar to Superintendent Jourdan's style, and noting the discipline by personal observation. In these erratic visits they have, of course, discovered very much which will, in due time, come to light which will, in due time, come to ligh The HEBALD some days ago called atten tion to the condition of the engine house in Burling slip , and the justice of the Heral.p's stric tures have been acknowledged by the Commission. ers. They have no power, however, to acquire any additional real estate, and they have accordingly made a requisition on the Comptroller asking for the purchase by the proper authorities of some property in the neighborhood of Burling slip for the purpose government has power to make such purchase should do so without delay, as the present Eurling slip house is a disgrace to the community.

While the Commissioners are about improving the condition of the department and catering to the provide fresh mattresses in the houses. It have never since been changed. They are now dispidated and uncomfortable, and should certainly be replaced by something better.

The Commissioners have adopted

in regard to intoxication in the department. Her after any member of the Fire Department charges with intoxication shall, if the charge be substantia with intoxication shall, if the charge be substantiated, be dismissed from the department and shall not be reinstated, no matter what influence may be brought to bear in his favor. They have also adopted a rule that each member shall be drilled in all the details and duties connected with the company to which he may be attached, so that should a driver, engineer, stoker, pilot or whatever he may be, happen to become sick or disabled, there will be others in the company who can fill the place. The first fills fill and completeness. Combailing, as it does, the best points of the various patents and inoproved in every particular where improvement was possible, it is un-locatedly the most complete apparatus of the kind in the world. By the 1st proximo Superintendent Chapin expects

provenent was passione, it is un-loadisely the most complete apparatus of the kind in the world. By the 1st proximo Superintendent Chapin expect to have \$28 boxes from which alarms can be sent stationed throughout the city, have some 600 miles of wiret and some sevent stations. The perfection which has been achieved in this department may be adjudged from the fact that within twenty seconds from the sime an alarn is given the apparatus from all parts of the city, inceded, can be en route to the point designated. The only trouble about the telegraph department is that the apparatus and batteries are entirely too confined. There should be more room devoted to the telegraph department, but in the present Headquarters building the room cannot be spared. The Commissioners intend to apply to the Common Council to buy the property immediately in the rear of the present building to the purpose of having built thereon a workshop battery and telegraph apparatus room commodion enough to allow free action and avoid crowding, at a present.

at present.

THE DECARTMENT OF BOCKS

Will commence active operations on Monday next, when the Dock Superficiendents will begin the surveys ordered by the department, as published in the Herald a few days since. The Board met yesterday afternoon and disposed of a large amount of routine business, after which the president, Mr. John Tr Agnew, presented a communication from the Department of Finance in relation to

THE DUMPING PLACES

on either side of the city. The communication stated that on the North river the piaces assigned were the bulkhead between piers 21 and 22, the short pier foot of Laight street, the bulkhead between Cansavoort and West Twelfth streets, pier foot of Twenty-seventh street, part of pier foot of Twenty-seventh street, the pier foot of Firtueth street, and part of pier foot of Firty-lifth street, of the East river pier 20 and coult side of pier 31, pier of and bulkhead adjoining, pier foot of Fifth street, bulkhead between Sixleenth and Seventeenth streets, pier foot of Twenty-third street and bulkhead adjoining, pier foot of Fifth street, bulkhead between Sixleenth and Seventeenth streets, pier foot of Twenty-third street and bulkhead adjoining, pier foot of Fifth street, part of assigned for any particular time, put during the pieasure of the Communication was ordered on file and to be emered

Wood subsequently offered a preamble and resolution reciting the fact that the dumping places are and ever have been nuisances, and directing that the Board take some immediate steps to have them removed to some more fitting locality. This resolution after some debate was referred to the Executive Committee. A communication was received in relation to LAYING FIFES ACROSS SOUTH STREET, from Mr. John White. It appears the Department of Public Works had given Mr. White permission to open the street so as to lay pipes to carry the waste from the closes in his establishment into the river. He was then referred to the Department of Docks for permission to cut through the bulkhead, but the permission was not given, as the matter was reterred to the Executive committee to examine, learn what he actually wants, how much he wants and other details, and power to decide in the premises was given to the committee. Some turther routine business was disposed of, after which the Board went into executive session.

HE DEPARTMENT OF PARES

is working along quietig and stendity. There is, however, nothing specially new in this department which the Herald bas not already noted. Today for the first time the Central Park Band will give a musical entertainment on the Battery, from six to eight occook. M., for which the following programme has been arranged:—

grainme has been arranged:—
PAUT I,
1. March "Cindrilon"
2. Overture—"Poet and Peasant"
4. Gaiop—"Albino"Schleider
PARTIL
A Selection from "Traviata"
6. Waitz—'Les Entoleurs'' Lanner 7. 'Praise of Tears' Schubert
* Anvil Polket
PART III.
9. Overture-"Zampa"
10. Waitz - "Immorfelien" Gungi 11. Grand Selection from "Trovatore"
12. Galop - "Atlaque"
Popular Aire.
THE DEPARTMENT OF CHARITIES

not having been materially changed (although its actions are somewhat Frear, compared to what they formerly were), continues in the even tenor of its way. The system exercised in the management of the work—dispensing the charities and correction and other matters—are, so to speak, brought down to such a fine point that very little other than "routine business" is now needed. The Commissioners met yesterday and received a favorable report from General Bowen about his pet project, the schoolsdip Mercury. He reported that she had been thoroughly repaired and made almost as good as new; that the charter of the Haze had expired and the boys had all been transferred to the Mercury, which would shortly start on another cruise.

## EMIGRATION.

Meeting of the Commissioners at Ward's Island.

The Board of Commissioners of Emigration men yesterday morning at Ward's Island, and, after making a tour of inspection through the buildings on the island, organized for business, with the presi dent, Mr. Richard O'Gorman, in the chair. The principal business before the meeting was the report of a speciel sub-committee appointed at the last meeting to examine and report on a plan for

THE NEW LUNATIC ASYLUM on the island. Mr. Husted, as chairman, reported that the committee had carefully examined the plans presented to them and that they had unantmously selected that submitted by Mr. John O'Neil as being the most suitable, economical and every way appropriate. It will be remembered that the old Board of Emigration Commissioners had advertised for plans nearly two years since; the plans had been submitted, but no action had been taken in the matter, and the asylum on the island had become almost a nulsance, and was certainly unfitted for the purposes to which it was devoted The new Board decided to push the matter shead, and erect a commodious and fitting establishment without delay. The report of the committee on the plans was adopted, and a building committee of five was on motion appointed to superintend the building of the asylum, and Mr. John O'Neill appointed sopervising architect at a compensation to be fixed by the committee. Commissioners Husted, Frear, Lynch, Schach and Hart were appointed as the com-

mittee to superintend the building. The bill now

mistee to superintend the building. The bill now before Congress in relation to CONGRESSIONAL PROTECTION for emigrants was referred to Mr. Wallach. The bill is providing for the incorporation of an internal company for the protection of emigrants, and is regarded as being in the interest of certain railipoil corporations inimical to the progress of the city and State of New York and designed to draw the tide of emigration away from this city to other ports where the means of caring for and protecting the emigrant are by no means as perfect as at this port. The bill is, in short, regarded as an immense job, concocled by unscrupulous speculators, without any regard for the emigrants. The matter was referred to the President and he was directed to communicate with the representatives in Congress, requesting them to oppose the bill.

The Committee on Finance, through Commissioner Nicholson, reported the

FINANCIAL CONDITION OF THE BOARD as follows:—

Cash assets, May 2.

Cash assets, May 2.

\$226,414

Resi estate purchased on Ward's Island.

140,353

Cemetery on Staten Island.

\$468,763

Total.....\$468,768
Of this amount \$350,000 had been appropriated by
the old Board for the Lunatic Asylum to be erected.
Balance in bank January 1. \$79,371
Aggregate receipts to June 8. 251,506

Balance with City Chamberlain. \$98,990
Mr. Husted presented a resolution, which was adopted, to the effect that
THE CASTLE GARDEN
Committee be authorized to improve the entrance to Castle Garden, after a conference with the Park Commissioners. On a resolution of Mr. Frear, a committee of five—Messes, Hall, Lynch, Barr, Husted and Schach—were appointed to confer with the Commissioners of Charities and Correction for the exchange of lands on Ward's island.

Mayor Hall introduced a resolution to the effect that the Board create the office of
RESIDENT PHYSICIAN
of the Lunatic Agrimo, the salary not to exceed

of the Lunatic Asylum, the salary not to exceed \$2,500, and that the Ward's Island Committee be instructed to select the names of candidates for the office and report to the Commissioners. The resolution was adopted, after which the General Agent reported the total

ported the total ARAIVAL OF EMIGRANTS at this port from January 1 to June 2 was 90,087; from June 2 to date, 8,084, which, together with 6,319 for which manifests had not been received, made the grand total 105,090, and that during the same period in 1800 the arrivals numbered 106,745. The report was placed on file and after a large number of an important and routine matters had been disposed of the Board adjourned.

#### A MYSTERIOUS MIRDER.

Tragedy on Long Island Sound-The Corpse Island-Conclusive Evidence of Assassina out a Coroner's Inquest-Au Obsequious Jus

body was cast ashore by the waters of Long Island Sound within the past week, has, through the bungling interference of a justice of the peace, re-mained nitherto almost unnoticed. Last Friday some fishermen discovered the corpse of a stranger near City Island, and in the town of Pelham, Westchester county, and the occurrence having been mentioned to Justice Sparks that official, without notifying one of the Coroners, proceeded on his own responsibility to noid an inquest, A jury having been summoned, an examination of the body took place, which disclosed a deep cut under the right ear, which had penetrated beyond the jugular vem, sufficient at once to produce death. Two gashes were also found on the left wrist, as though inflicted while the deceased was endeavoring to evade the knife of his

ceased was endeavoring to evade the knife of his murderer.

The body is represented to be that of a German, apparently about five feet six inches in height, and was genteelly dressed in dark clothing. A gold ring was found on one of the forefingers, in order to secure which it was found necessary to amounts the digit. In one of the pockets a small amount of money was discovered, and hanging from the vest was a portion of a watch chain with seal attached, leaving little room to doubt that the watch had been secured by the murderer. In view of these facts the jury rendered a verdict that the man came to his death by wounds inflicted by some person or persons unknown to the jury. The body was subsequently buried on City Island by the poormaster of the town of Petham.

Having been first notified on Wednesday of the unwarrantable proceedings attending the inquest, coroner Bathgate, at the request of citizens hiving in that vicinity, visited City Island and had an interview with Justice Sparks, to whom he expressed in severe terms his disapprobation of the county coroners, and at the same time giving the former to understand that if a repetition of the unwarrantable proceeding occurred he (Bathgate) would bring the matter before the Grand Jury. In the Herald of the 5th inst, a paragraph under the heading "Suspected Foul Play" appeared, setting forth that a German named Frederick Etzold, a resident of Union Hill, N. J., and who was an agent for Wheeler & Wilson, had gone on a visit to Bridgeport, Cond., since which time no traces of him could be found.

touid be found.

It was ascertained vesterday/afternoon, through Captain Leviness, who lives on City Island, and who saw the body, that the appearance of the corpse corresponded, to some extent, with that of Mr. Etzoid, and the wife of the missing man, having been notified, intends visiting the spot to-day, when

## DOMESTIC ROBBERS.

How Housekeepers Are Taken In and Done For-Adroit Robberies by Servant Girls-Valuable Jewelry and Bonds Made Away

A short time since Mr. George Wheeler, residing at New Springville, Staten Island, took into his employ a servant giri-one who had come well recom-mended-who had his entire confidence, and for several weeks she performed her different duties faithfully and no fault could be found. On the 24th of May, however, a change took place in the confiher departure for parts unknown, and with her sev eral hundred dollars' worth of valuable clothing and some silver coin. The evidence as to her having committed the theft is clearly proved by the fact that the detective traced some of the silver coin and found it in the possession of a boatman, who had taken it in payment for rowing a woman (answering to the description of the culprit) from Chelseato Elizabethport on the day above stated. The money was identified by Mr. Wheeler, who had his private mark on the same, placed there by him some years since. The woman's name is Emile Smidt. She is about thirty-five years of age, of medium height, light hair, clear complexion and dark eyes. She is a native of Germany. On the 27th of Msy, only three days following the above recited theft, another of Mr. Wheeler's domestics took it into her head to perform a similar feat; so accordingly, while the family were employed in another portion of the residence, she adroftly opened a trunk belonging to the family and abstracted \$2,000 worth of Wilkesbarre Coal and Iron Company bonds, and also a large quantity of jewelry, consisting of blacelets (one of which cost \$350, beautifully set with choice pearls, and the gold quate massive, gold neck chains, rings, &c. This woman was known by the name of Margaret Smith alias Margaret Roberts, aged about infity years, and quite tail. The above cases are in the hands of Superintentent Warrin, of the detective police agents, 72 Broadway, who are now vigorously prosecuting the work, with the hope of securing the audacious culprits.

## WHISKEY AND WATER.

Two Men Drowned-A Drunken Alterention in a Bout.

On Wednesday afternoon three men engaged on the new building of Messis. Waterhouse Bros., at Passaic village, N. J., went out in a nitle boat for a row. They had a bottle of liquor with them, and were more or less under the influence of liquor when they started. When opposite the Santiago Hotel, near Passaic bridge, the three men got into an altercation about going ashore for a drink, during which the boat was apset and two of them drowned. One, named Thomas Cooper, was an unmarried man and lived in Fassaic, although his sister's family reside inglew York. The other, william Doyle, leaves a wife and three children living in Passaic. Doyle's body has not yet been recovered, although Cooper's was grappled up soon after the accident. Both the drowned men were brickingers, and worked on the new factory of Messrs. Waterhouse. Doyle was the only one among the party who could swim, but it is supposed he was dragged down by Cooper. The other of the three managed to reach the shore, making his second narrow escape from death within a few weeks. On the other occasion he fell from a three story building and was not hurt enough to keep him from work. men got into an altercation about going ashore for

#### A BOY KILLED ON THE ERIE RAIL WAY. About noon yesterday a boy named John Butt,

nineteen years old, was crushed to death between cars on the Eric Railway, at the west end of the Bergen tunnel. He was in the employ of the company, and was standing at the end of a freight car on a side switch when three other freight cars were switched on to the same track and he did not perceive them approaching. The body was conveyed to the residence of this mother, on St. Paul avenue. Coroner Forns will hold an inquest to-day.

### THE FOURTH WARD TRAGEDY.

Conclusion of the Inquest-A Verdict of Justifiable Homicide-Officer Burke Discharged.

The Fourth ward tragedy, resulting in the death of Patrick Herman, of No. 367 Pearl street, at the hands of officer William Burke, of the Fourth prethe court room was crowded with persons, mostly from the Fourth ward, who seemed to feel a deep interest in the result of the investigation. Below will be found the statement of roundsman Burke

TESTIMONY OF OFFICER BURKE. William Borke was called and deposed that on the night of the 2d instant he went on duty at six o'clock, and at eleven o'clock commenced trying the doors on his post, which duty he finished at seventeen minutes to twelve o'clock; he was walking down Pearl street, on the west side, with the club under his left arm and his hands behind his back; when opposite 367 Pearl street met three men who were making no disturbance; one of the men, who proved to be Hernan, said, There goes the son of a b-h who sent Mangin up." Varley replied, "Let's send him down or take him down;" Hernan then advanced and took the club from under the officer's arm, when Varley and McCarty caught him by the back of the neck and pulled him backwards to the sidewalk, and all three of them commenced kicking and beating him about the head and body; the officer had no club to rap or defend himself with, and tearing they intended to kill him, he drew out his pistol, the barrel of which Varley and McCarty instantly grasped and struggled with all their might to obtain possessionfolit; McCarty let go of the pistol and gave the officer a blow on his right arm, nearly disabiling it; Varley at the same time attempted to bend the officer's with so that the muzzle of the officer flually succeeded in cocking the pistol and fired, Varley stil rejaining his hold of the pistol; as they did not flove away the officer partially turned on his left side and fired again; Varley at the time was standing near the officer's head, having let go of the pistol; the officer was down when both shots were fired and he fired at random; the three men then ran for the house, when the door was pushed open and two of them entered; the officer hen got up, put his pistol away, and walked in front of the door; when the door was hashed open and two of them entered; the officer then got up, put his pistol away, and walked in front of the door; or "Fin dead," he made this remark while shaking down; the officer thinking he had shot the man cried "watch" once, and stamped his feet on the pavement to attract attention; officer Ryan, roundsman Croker and others then came up and I told them that two of the three men were in the house, and asked that they harry up before they should escape through a rear window; an unsuccessful effort was then made to force the door open; an entrance was then effected through a second story window; the stalling door in the stalling door in the feet of the foore; I entered the house and denified McCarty and Varley as two men who had assaulted me; I then went to the Variev replied, "Let's send him down or take him down;" Hernan then advanced and took the club

forehead was caused by a kick or by a tlow from his club.

TESTIMONY OF OFFICER HAWIN.

George Irwin, an officer of the Fourth precinct, deposed that on Thursday night of last week, while on duty, he heard two pisto shots and ran in she direction of the round; at 367 Pearl street saw deceased lying on the sidewalk; after entering the house the witness saw Varley, who sald "This is a bad business; the officer has shot that young man down status and shot himself;" when the witness came up Burke was bleeding from a wound in his forenead, without club or hat.

TESTIMONY OF OFFICER RYAN.

Martin Ryan, an officer of the Fourin precinct testified to hearing the pistol shots, and ran up to 567 Pearl street, but before reaching there met a young man who told him they were murdering an officer down there, or there was a fight; Eurke was standing up, with his head and hands down, apparently very weak, without cap or club; Burke said he had been assaulted, and that two of the men had gone in the house; tried the door and found it fast; deceased was lying with his feet in the door and nis head towards the sidewalk; the door was fastened from the inside and a man was cursing the barkeeper for not knowing enough to pull up the solts.

MEDICAL TESTIMONY.

Dr. John Beach testified to making a post-mortem examination, the facts of which have already appeared in the Herale.

After a brief charge from Coroner Rollins the case was submitted to the jury, who rendered the following

That Patrick Hernan came to his death by a pistot shot wound at the hands of officer William Burke, of the Fourth precinct, in front of premises 3e7 Pearl street, on the night of the 2d of June, 1870, and we believe from the evidence before us that the shooting was done in self-defence, to reast an attack made upon him by Patrick Hernan, deceased, Michael Variey and John McCarty."

The verdict being returned Mr. William F. Howe, counsel for officer Burke, made a motion before the Coroner that his cilent be discharged, which was premptly granted, and Burke left the court in company with his official associates in the Police Department.

Mr. Charles S. Spencer, who appeared for the

s letter, of which the following is a copy:—
CORONER ROLLINS—At the request of the relatives and
many friends of Hernan I have come here to-day only to ask
you to charge the jury that their only duty is to decide the
cause of Hernan's death, and that with the culpability of
Burke in occasioning it they have nothing to do. If they
find that Hernan came to his death by a wound from a builet
discharged from a pistol by Burke, then it is for the District
Attorney and the Grand Jury to decide as to the prosecution
of Burke and which of the two abots were necessarily discharged. Respectfully, CHARLES S. SPENCER.

It may not be improper to state that in his charge
to the jury Coroner Rollins left the matter of justification of the officer entirely at the dispersion of those
gentlemen, and they exercised it as in their judgment they thought best.

## THE DEPEYSTER SUICIDE.

Papers in the Case—A Case of Self-Destruc-tion—Insanity the Cause.

Since the publication, in the Herald of yesterday,
of the suicide by shooting of Mr. Gerard B. Depeyter, late of No. 112 East Thirty-sixth street, further particulars have been gleaned in the matter. It appears that on Sunday last Coroner Flynn held an inquest over the remains of Mr. Depeyster, but the facts were not promulgated thi yesterday, when the testimony taken before the jury was handed over to members of the press for publication.

Dr. Snelling, of No. 72 Madison avenue, deposed

that he had been attending deceased since July, during which time he had several attacks of temperary aberration of mind; was called to see him on the morning of the 3d, at daylight; found him lying on the floor, bleeding from a pistol shot wound of the head, entering at the right temple, passing through the brain and penetrating the skull at the opposite side;

brain and penetrating the skull at the opposite side; considered the wound fatal; he lingered till twelve o'clock at night—twenty-one hours after shooting himself—and expired.

Dr. William A. Hammond, who had been called to see deceased, corroborated the testimony of Dr. Snelling.

Mrs. Mary Depeyster, mother of deceased, testified that for the past year he had been in an unsound state of mind and under the care of Dr. Snelling; about three o'clock on the morning of the 3d instant Mrs. Depeyster was awakened by a noise as if some heavy body had failen, and affirst thought it was a portion of the wall in deceased's room coming down; went into his room, but he was not there; Mrs. Depeyster then went up stairs to the front room, the door of which was last, it having been boiled on the inside; the door was forced open, and on chiering Mrs. Depeyster found her son lying on the hearth rug, bleeding from a wound in his head; he died at twelve o'clock the following night.

This closed the testimony, and the jury rendered the following verdict:—'That Gerard B. Depeyster came to his death by fracture of the skull, caused by a pistol shot wound, self-indicted, while laboring under insanity, on the 3d day of June, 1870, at 112 East Thirty-sixth street." Deceased was thirty-four years of age and a native of New York.

#### MONIGHT TRAGEDY AT GREENPOINT. James Duffy, a young clerk, was arraigned before

justice Voorhees yesterday morning on a charge of felonious assault, preferred by Captain Rhodes, of the Seventa (Greenpoint) precinct, and on pleading not guilty he was remanded. It appears from the s'atements of the prisoner that as a very late hour on Wednesday night, while he was on his way to his home, he was attacked by a person to him unknown, near the stables of the Cross-town Raitroad, Union avenue, Greenpoint, and to defend himself he drew his revolver. Stephen Hannan, a night watchman employed at the stables, saw the difficulty and attempted to prevent Duffy, with whom he was intimately acquainted, from discharging his weapon, when it accidentally went off and discharged a builet into his stoppach. Hannan was conveyed to his residence and properly cated for, and Duffy, who was partially intexcated at the time, was arrested by Captain Rhodes. The injured man corrologates lundy's story and holds him biameless. His charges for life are precarious, as the bullet still remains in his stomach. him unknown, near the stables of the Cross-town